

## REMARKS

Claim 1 is noted as allowed.

The present amendment includes further definitions of the present invention with increased specificity.

Claim 5 finds antecedent basis at least in paragraph [0019].

Claim 8 finds antecedent basis at paragraph [0024] of the specification.

Claim 9 finds antecedent basis in paragraphs [0019] and [0023] of applicant's specification.

The above claims are proffered for the Examiner's consideration in an effort to further define allowable subject matter in an effort to avoid unnecessary appeal.

Claims 2-8 and 9 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Arjomand (5,884,202) in view of Smith et al. (5,931,877). The Arjomand teaching as stated in the first paragraph of the Office Letter at page 4 is correct. Arjomand does not teach a system application to aircraft, and an embodiment of the system is described in connection with a motor vehicle (col. 1, lines 34 on).

Smith et al. '877 is utilized to teach that it is obvious to collect the maintenance information of the Arjomand system in real time.

Claim 1 specifies in combination a flight deck effect (FDE) engine indicating crew alerting system not seen in the Arjomand motor vehicle embodiments.

The display requirements of claim 2 are not seen in the Arjomand embodiment.

Neither of the 2 steps or combination of steps utilizing hot link provisions of the specified subject data is either seen, taught or suggested by the automotive system embodiment of Arjomand.

Claim 3 includes method steps including:

- (1) "Utilization of an internal software hot link..."
- (2) linking of FDE, EICAS messages to troubleshooting procedures.

This does not appear to be made obvious to one of ordinary skill in the art from the total teachings of Arjomand and Smith et al.

The elements claimed in combination of the system of claim 5 in the manner defining a software hot link is not seen in the combined teachings of the '202 and '877 references, however, in order to further define patentable subject matter, claim 5 includes a further data defined limitation not seen in the total teachings of the references.

Claim 6 calls for a CMC fault on FDE selection with trouble shooting link for either not seen in the automotive embodiment of Arjomand.

Dependent claim 7 is believed allowable at least as claim 6.

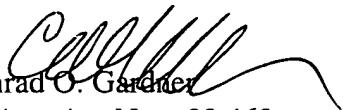
Claim 8 defines central maintenance computer access with increased specificity in an aircraft embodiment believed to advance the state of the aircraft diagnostic art not made obvious from the combined teachings of the '202 and '877 references.

The limitation called out in claim 9 is believed to resent allowable subject matter over the '202 and '877 references.

Claim 10 defines an MT hardware system including components in combination not seen in the '202 and '877 references.

In view of the preceding, the Examiner's consideration of further allowable subject matter presented by the claims is solicited.

Respectfully submitted,

  
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